Capital dredging at Haldia Port

2347. SHRI TARINI KANTA ROY: Will the Minister of SHIPPING be pleased to state:

(a) whether it is a fact that capital dredging is pending at Haldia port in West Bengal under the river regulatory scheme;

(b) if so, the reasons therefor;

(c) whether the National Institute of Ocean Technology has been entrusted with the job of preparing a report in this regard; and

(d) if so, whether Government have received the report and the step taken by Government to start capital dredging?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI DILIP KUMAR MANSUKHLAL GANDHI): (a) Yes, Sir.

(b) The tenders for the major components of the scheme, namely, 'capital dredging over Jiggerkhali Flat including construction of Dyke and trimming of western face of Naychara island' were issued on 5 occasions but could not be finalised because of unwillingness of intending bidders to accept maintenance dredging for one year in the newly dredge cut channel, aprehension of bidders that they would not be able to guarantee the required depth within the estimated limit of quantity of dredging as well as possibility of failure to dredge and sustain the channel within the proposed alignment etc. Thus, the techno-commercial offers could not be frozen and assessed over a common evaluating platform.

(c) Yes, Sir. National Institute of Ocean Technology (NIOT), Chennai has been engaged by Kolkata Port Trust to pepare report on river regulatory measures taking into account the latest hydro-dynamic and bathymetric conditions of the target area of the Hooghly River and its estuary.

(d) The report of NIOT is due by August, 2003. The entire project will be reviewed after receipt of the report of NIOT.